

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office - 4 SEP 1941)

Date of writing Report 19th June 1941 When handed in at Local Office 19/6/41 in Port of Kobe

Survey held at Osaka Date, First Survey 4/6/41 Last Survey 9/6 1941

on the Machinery of the ~~Wood Iron Steel~~ M/S "HEIYO MARU" (No. of Visits)

Gross 9816 Net 5871 Vessel built at Osaka By whom Osaka Iron Works When 1930, 3 mo.

Engines made at Osaka By whom Osaka Iron Works When 1930

Boilers, when made (Main) (Donkey) 1930 Owners Nippon Yusen Kaisha Owners' Address (if not already recorded in Appendix to Register Book.) Port Tokyo Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Osaka Iron Works, Sakurajima Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Particulars of Examination and Repairs (if any) PART LMC (CS) 100A1 with free LMC (CS) 12,38

CHARACTER. (for Special Survey Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B. if any) DBS 4,40 TS (CL) P.9,40 S.12,38 ssKob.No.2-38.

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he had his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom? Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey Yes not done, state for what reasons?

parts of the Boilers could not be thus thoroughly examined? special means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler?

date of internal examination of each boiler June 1941. Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? Yes. Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers? Yes. shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

How often changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? P.5.0 mm. S.5.8 mm.

examination of Screw Shaft State the distance between lignum vitae of stern bush and top of after bearing of screw shaft Is electric light and power fitted? Yes.

Surveyor examine the generators, motors, switchgear, cables and fuses? Yes, see below.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

If not complete, state what arrangements have been made for its completion and what remains to be done

RE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes examined and in good condition.

LOW EXAMINED FOR LMC (CS):- Main Engine:- No.1 cylinder, piston, valves, gears and covers, connecting rod, top and bottom ends. Nos. 2, 3 & 5 crankshaft journals. All stage valves, complete on Forward (No.1) main air compressor.

Board Main Engine:- No.5 cylinder, pistons, valves, gears and covers, connecting rod, top and bottom ends. (P.T.O.)

Observations, Opinion, and Recommendation:- The Machinery and Boilers of this vessel what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or C.S. 3,34.

are in good condition and eligible in my opinion, L.M.C (G.S.) 12.38, be retained fresh under date when the survey has been further advanced and D.B.S. 2, 41, now as fully recommended.

Section 20) Yen : 80.00 Fees applied for 17/6 1941 Received by me, 19

or Repair Fee (if any) X (See Hull Report) TUE. 23 SEP 1941

Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation

Nos. 8 & 9 crankshaft journals.

Aft (No.2) main air compressor, all working parts, complete and all stage valves on Forward (No.1) main air compressor.

Auxiliaries:-

No.3 (Starboard After) auxiliary diesel engine - complete with starting and injection air bottles.

Emergency generator, all working parts -complete.

Electrically driven emergency air compressor - complete.

Pumps:-

Ballast pump.

General service pump.

No.1 (Inboard) F.O. service pump.

No.1 (Inboard)F.O. transfer pump.

F.O. Tanks and Air Bottles:-

Port & Starboard F.O. daily service tanks for main engine.

Starboard F.O.daily service tank for auxiliary engine.

Nos.10 and 11 (numbered from forward) H.P. air bottles.

Port Lubricating Oil Cooler for Main Engine.

The one (P) Donkey Boiler was examined over all parts with doors, mountings and safety valves and found in good condition. Safety valves adjusted under steam as stated above.

The oil fuel burning installation for boiler examined under working condition and found satisfactory.

S.R.L:- P.Donkey Boiler examined and its safety valves adjusted under steam and D.B.S. completed at this time.

REPAIRS DUE TO WEAR AND TEAR:-

Main Engine:- Port No.1 and Starboard No.5 cylinder, piston crowns - renewed on account of fracture extended about the circumference and new crown marks as follows:-

P.No.1---:Lloyd's No.2231 3-6-40 LR T.K. ;
S.No.5---:Lloyd's No.2269 29-11-40 LR T.K. ;

Port No.1 and Starboard No.5 cylinder liners - renewed on account of worn and new liner marks as follows:-

S.No.5---:Lloyd's No.2241 W.T.P. 90 & 6 KGS/cm² LR M.K. ;
P.No.1---:Lloyd's No.2242 W.T.P. 90 & 6 KGS/cm² LR M.K. ;

Auxiliaries:- No.2 (P.F.) Auxiliary Diesel Engine, Nos. 5 & 6 cylinder liners - renewed on account of being worn and new liner marks as follows:-

No.5---:Lloyd's No.7818 (J) 29-10-40 LR F.I. ;
No.6---:Lloyd's No.7818 (I) 29-10-40 LR F.I. ;

Other minor repairs and adjustments effected. K.S.

*MS 1241 completed
Chadance*

MS 1241

*DM
19/9/41*



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